Letters to the Editor

The Moral Aspect

Many will reject the spirit and arguments of your editorial of March 17 dealing with the strike of the civil servants. The average view will doubtless be that if any oath of office permits a government to mete out the sort of treatment endured by our government employees in recent months, then it is high time it was revised.

It is to be noted that, despite your argument, our government has long ago recognized its employees as possessing at least a limited right to bargain when two years ago it appointed a commission, known as the Carrothers commission to determine among other matters the methods to be adopted in such negotiations. Moreover, one observes that while the court is still in deliberation over the question, you declare that the right to bargain is non-existent insofar as it pertains to the present situation.

Your phrase "morally indefensible" can be usefully turned about and applied to the conduct of the premier and his government in this grave matter affecting a large body of loyal and admirable citizens. Was it morally defensible for the premier to conclude the agreement of 1957 with the civil servants' executive which resulted in deferring further action on their part and included the appointment of a commission which was to be the basis of a final settlement and then suppress this document so vital to the proper discussion of the whole issue?

Was it morally defensible for the premier as minister to introduce in the estimates an amount only half as great as that required to provide reasonable amounts in the form of raises in the pay of the employees, knowing this sum to be only half that recommended by the appropriate committee?

Was it morally defensible to withhold consent to the full amount of increase until the eleventh hour, with the obvious intent of goading their employees into the final act of the strike and still to withhold the publishing of the Carrothers report which could possibly go far to clear up the whole dispute?

If their object was to invoke a public outcry against the strikers, it would seem that they were vastly mistaken. The average citizen will have sympathy and admiration for this fine body of citizens in their gallant and wisely led effort to get a square deal from a source that ought to behave as an example to all employers in the land.

(Rev.) H. P. DAVIDSON,
United Church.

825 Richmond Avenue.

Making Things Easier

With reference to recent items re flowers for a funeral, I feel the Alberta florists have taken a despicable and mercenary attitude. People don't just die to provide them with a living. My wife and I will request "no flowers" when we pass on and a number of people will be thankful.

In the case of elderly people their friends of like age are dropping off rapidly. Many are on a low income, and to buy flowers so often is a real hardship.

We feel that by requesting no flowers it gives to those of our friends that are not too well off an "out" that will not embarrass them. In addition it solves the problem for those on the borderline between friends and acquaintances.

This does not prohibit relatives and near friends from sending flowers if they wish to, and as a rule there is usually a fair lot of flowers from them.

We also want a private funeral because we want our older and more decrepit friends to have a graceful way of not attending and also to discourage morbid curiosity.

I am sure that we are not alone in these ideas, and I am sure that our friends will think kindly of us for making things easier for them.

J. B. WILSON.

Brentwood, B.C.

Nuclear Blasts in Space

Anti-Missile Advance

★ ★ ★

WASHINGTON (AP)—U.S. hopes for building a defence against the intercontinental ballistic missile were brightened Thursday by the announced success of a series of high-altitude atomic test explosions.

The hitherto secret launching of three rockets bearing nuclear warheads into space late last summer was described by the defence department as having "advanced the basis of knowledge required to develop anti-missile missiles."

Donald Quarles, deputy secretary of defence, told a press conference that "the national security had been helped by these experiments."

He said the test blasts—the first known nuclear explosions in space—had provided information to back up the Nike-Zeus anti-missile now under development in the United States.

Without saying how, Quarles also said explosion of the three relatively small atomic devices some 300 miles above the South Atlantic will likewise help U.S. offensive weapons.

Quarles and his scientific assistants said the experiments, which threw a thin curtain of radiation around the earth for short periods, produced results that will be used in perfecting the radar systems needed to put an anti-missile missile on course.

By exploding three atomic bombs above the atmosphere, the Project Argus scientists were able to trap neutrons from the nuclear bursts within the earth's magnetic field for a time.

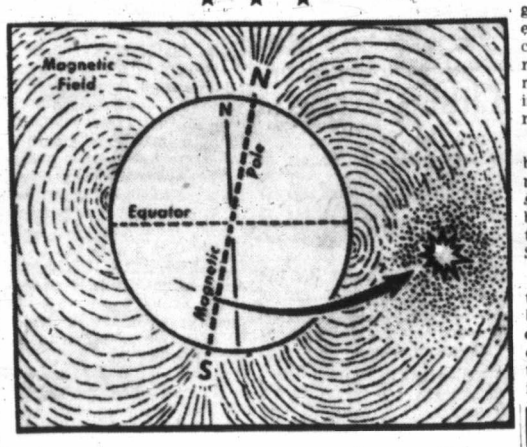

Diagram shows lines of force of earth's magnetic field, which trapped electrons from U.S. nuclear blasts in space, forming a thin, radio-active layer around the globe.—(AP Photofax.)

Officials, while jealously guarding the precise military effects of the experiment, indicated knowledge that certain radio frequencies and electromagnetic impulses would be interrupted by high-altitude radiation.

The first of the three atomic bombs was launched from a navy missile experimental ship last Aug. 27. The second burst was three days later and the last of the series was on Sept. 6.

The officials emphasized that this was about a month before the Oct. 1 start of a one-year suspension on nuclear explosions pending negotiations with Russia for the halting of all such tests.

FOG REGION

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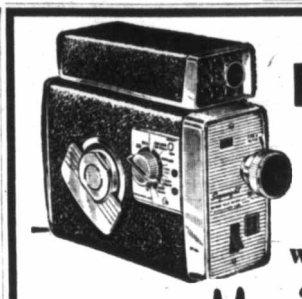
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What every new car buyer should know about the LARK by Studebaker

YOUR QUESTIONS ANSWERED . . .

Q. Is the Lark a "small" car?
A. *Definitely not.* Although 3 feet shorter (and therefore far easier to manoeuvre and park), the Lark's interior space is comparable to any conventional North American car. (Headroom is 36 inches compared to Buick's 34.7 inches, legroom is 44 inches to Edsel's 42.7 inches.)

Q. How do Lark prices compare with other cars?
A. They are about half way between the average for smaller imported cars and the lowest priced models of leading North American manufacturers.

Q. Was the Lark designed as an "economy car"?
A. No. The Lark was conceived as a happy blend of luxurious comfort and common sense. Quality and good taste are evident in every detail of both exterior and interior trim. Fabrics and colors are fashion-approved by Harper's Bazaar.

Q. Why, then, is the Lark so economical to own and operate?
A. Because intelligent design makes possible savings in manufacture (which are passed on to the buyer), as well as economical ease of service and repair. Also, as Studebaker's traditionally trouble-free engines don't have to haul useless "dead" weight, you enjoy excellent gas economy.

Q. Does the Lark come in a variety of models?
A. Yes—a range to suit every need, taste and budget. You may choose from 2-door and 4-door sedans, hardtops and station wagons . . . all available with either V8 or 6-cylinder engine.

Q. What standard features set the Lark apart from most other cars?
A. There are many, including electric windshield wipers, variable rate front coil springs, extra large safety brakes.

Q. What optional extras can you get on the Lark?
A. A selection comparable to higher priced cars: automatic transmission, overdrive, twin-traction, power brakes and steering, hill-holder, special deluxe trim, reclining seats, etc.

Q. How well is the Lark selling?
A. This is the success story of the year in the automotive industry. Studebaker's percentage of new car sales is double that of '58. Demand in both Canada and the United States has forced repeated increases in production. The Studebaker dealer organization has been expanded, with corresponding improvement in availability of service.

Q. What kind of people are buying the Lark?
A. All kinds. People in all income, age and occupational brackets are attracted by its unique combination of sense and sophistication. It's in demand by big business too, for fleet use. The Lark is at home in any surroundings.

The Lark's appearance, performance and durability give it a friendly, happy and likable personality. It's a "fun" car that's also as practical as anything on wheels. There's nothing else like it on the road.

All questions about the Lark are best answered by a test drive.
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